

\$747,218. The cars loaded in the last four years are as follows, and they would be mostly of grain and live stock:

Year	Cars loaded
1943	161
1944	188
1945	116
1946	68

During the same years the number of cars of fuel shipped in were as follows:

Year	Cars of fuel shipped in
1943	17
1944	10
1945	14
1946	8

I wish to point out that those amounts simply represent what had to be done by the railroads. More would have been done if the railroads could have been depended upon. Of course, for fast movement of some of these things, trucks have to be used even though they may not be as economical as the railroad would be.

I should also like to point out that quite a large area in the rural municipality of Excelsior, No. 166, is also tributary to this line, but the secretary of the municipality who sent this resolution did not have the exact figures on that and I have not been able to get them. But for that portion of Excelsior which is in the area, the same kind of figures would be applicable as those I have mentioned. I know that the minister and the management of the Canadian National Railways have plenty of difficulties on their hands, but this piece of line has been under construction for a long time; and I believe these people are entitled to a measure of consideration just as soon as possible. There was a time when there was quite an extensive plan being contemplated with regard to railroad building. This line would have connected at Swift Current and gone north to Stewart Valley, and they hoped it would go across the river and up toward Elrose and that country, joining with other branches crossing the country east and west. Those plans have not as yet been carried out, and I do not know whether they ever will be, but certainly this piece of line should be given some considerable priority on the list of new operation.

Possibly the minister will find that one of the difficulties in the way of putting this line into operation, even though the line itself is finished, is the trouble the Canadian National have had in getting yard space from the Canadian Pacific, which has a terminal point, a roundhouse and extensive yards at Swift Current. I should like the minister to give that point serious consideration with a view to

overcoming that obstacle and putting the line into operation. I would point out that no great amount of construction work is required. It is possible now to put trains over that line. Occasionally they do run a train, for some special reason, up as far as a little elevator point called Burnham, which is a little west of Neidpath; and the only thing required would be some reconditioning of the road to give service down from Moose Jaw to Gravelbourg and right into Swift Current to the people in that section of the country. They are not asking for expensive new construction, but simply that this line, which is "under construction" according to the books but actually ready for use, be put into operation.

Mr. PINARD: At the beginning of this session I inscribed upon the order paper a resolution which I was not able to discuss because, as was the case with many other resolutions of the kind, the time was devoted to more urgent matters. So today I am pleased to have this opportunity to discuss the matter mentioned in that resolution, which is the abolition of tolls on the Jacques Cartier and Victoria bridges in the vicinity of Montreal. In the resolution I asked this house to express the opinion that these tolls should be abolished.

Mr. ROCH PINARD (Chambly-Rouville): At the beginning of this session I inscribed upon the order paper a resolution which I was not able to discuss because, as was the case with many other resolutions of the kind, the time was devoted to more urgent matters. So today I am pleased to have this opportunity to discuss the matter mentioned in that resolution, which is the abolition of tolls on the Jacques Cartier and Victoria bridges in the vicinity of Montreal. In the resolution I asked this house to express the opinion that these tolls should be abolished.

First, I might express the view that this matter falls within the competence of both the central power and the government of the province of Quebec. It comes within the competence and jurisdiction of the province, because everything having to do with thoroughfares and highways falls within the domain of the provincial legislatures. The construction of bridges as well as the maintenance and construction of roads are matters solely within the jurisdiction of the provincial governments, and it is up to them to legislate in this regard. It is their duty to organize the highway systems of their province, and such highway systems remain exclusively under their control. I think it is also important to recognize that in matters of this kind any conflict between the central power and the provincial legisla-